V OL.LX.-NO. 193.

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EACING ANOTHER CRISIS. FRANCE AGAIN AROUSED BY THE

PANAMA DEFELOPMENTS. Faith in the Honesty of the Covernment Completely Destroyed-Clemenceau's Wonderful Defence-Mme, Cottu's Disclosures Another Series of Blacksures Coming-Andrieux's Testimony Makes It Appear

Death Bed-M. Hourgeois's Resignation, Tanis, March 11 .- Again has the Panama scandal brought the country to a crisis which threatens to ue as grave as that through which it safely passed a few weeks ago. The evidence given in the Assize Court vesterday and to-day has completely destroyed what faith remained in the honesty of the present Government. The tables have turned. The Government which prosecutes has found its own venality exposed. The guilty were pressed too hard, they began to confess, and their confessions have confounded and overwhelmed

their prosecutors. The confusion began when Charles de Lesseps made his sweeping expose of his own guilt and the causes of it. The Court sharply endeavored to check his allusions to the Government. The present desperately refused to be ellenced, and gained great popular sympathy by his parsistent revelations. Clemen-ceau's wonderval defence vesterday was the next great blow at the Government. He insisted again and again that it was Sadi Carnot, and not Cornelius Herz, who induced him to intercede with De Lesseps for the settlement of Reincyth's blackmailing demands. Carnot wes then Minister of Finance. mence. u's unsupported assault upon Presi-dent Carnot in the present circumstances wo'.id not overthrow the head of the nration. The great Radical's position is so Sesperate that his attempt to drag the President into the depths of the bottomless Panama bit can hardly succeed. It is true, nevertheless, that the breaker of Cabinots made out a marvellously strong case for himsel. He explained most plausibly all the most damaging evidence against him. Not only that, he carried the war into the enemy's country in more ways than one. His defence has accomplished a remarkable change of public sentiment in his favor, even if it has not convinced people of the guilt of President Carnot. Clemenceau is, however, only one of those who testified this week who has improved his case in the eyes of the public. To day's sen-sation is greatest of all. Mme. Cottu, wife of one of the condemned Panama prisoners. went upon the witness stand and swore that a revresentative of the Government offered to secure her husband's liberty if she would disriose the names of Deputies of the Right who had received Panama bounty. Since the out-set of the Panama scandal the Government

The effect of these last revelations can hardly be exaggerated. It is idle to prophesy the turn events will take. Public excitement to-night is at a high pitch. There is plenty of talk about compelling not only the Ministry but the President to resign. An immediate Cabinet crisis would not be surprising, but the occupant of the Elysée will not willingly abandon his chair.

has used its utmost efforts to implicate mem

bers of the Right as an offset to the corruption

of their own supporters. Attempts were made to explain or contradict Mme. Cottu's start-

ling testimony, but they only made matters

That there will be another series of discloswres more or less startling is almost certain. Andrieux failed to make them in his testimony to-day, but they will come from another

Charles de Lesseps protested that he never

Charles de Lesseps protested that he never knew lilauchet.

Presiding Judge Desiardins decided that he would summon several who were members of the Chamber of Deputies at the time the Lottery Bonds bill was proposed, to confirm or deny the statement of M. Borie.

M. Andrieux, who is generally held responsible as the originator of the Fanama revelations, next took the stand. Owing to a cold his veice was almost inaudible. Andrieux testified that the list of lieinach checks which he had given to the committee of investigation had been handed to him by Cornelius Herz in the same form as received by Herz from Reinach. Andrieux admitted, in replyto questions, that he had looked through Arton's papers in order to serve a political Burpose.

Andrieux testified that he wrote to Arton through Deschamps in regard to the bribery charges, but that Arton declined to communicate with him lest he should compromise the Deputies. Arton said that he would not betray persons who had given him their confidence, and that, moreover, he himself would be no longer secure if he once surrendered the list in his possession.

There was a murmur of surprise in court at this hint of hidden protection extended

list in his possession.

There was a nurmur of surprise in court at this hint of hidden protection extended over Arton while he maintained reserve in regard to implicated officials.

M. Andrieux proceeded to state that Arton informed him that he had received generous offers from other quarters in connection with the evidence in his possession, and had been promised great leniency in regard to his share in the dynamits case.

the evidence in his possession, and had been promised great leniency in regard to his share in the dynamite case.

"Do you believe the Relpach list to be a true one?" Andrieux was asked.

"I believe it to be authentic," he replied.

"Herz told me that when M. Rouvier and Baron Reinach came to see him on the evening of the hight of Reinach's death, both men seemed to be beside themselves."

After luncheon counsel for the defence elicited the fact that both Ferdinand and Charles de Lesseps had in 1885 visited M. Targe, who was then Minister of the Interior. The presiding Judge at once ordered that M. Targe be subpurpased as a witness.

M. Thiebaud in the course of his testimony created a sensation by declaring that he had always regarded Arton as a secret agent of the Government.

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created a sensation by declaring that he had slways regarded Arton as a secret agent of the Government.

Mime. Cottus evidence was the next sensation in the court. She said that a few days after the arrest of her husband she learned that the Government, annoyed at the turn the prosecution was taking, desired to suppress it, and sought an intermediary between themselves and the Panama Canal directors. A gentleman named Goyard visited her and offered to act in the capacity of intermediary. He informed her that a true bill would not be returned if the directors bound themselves to silence. She wanted, however, to deal with a better authority than M. Goyard. On Jan, he she was conducted to the office of M. Solnoury. Chief of the Detective Department, who asked her whether she possessed any compromising documents which might be useful to the Ministry. M. Solnoury did not make any proposals in precise terms, but she felt that the release of her husband was being offered as a bribe for the surrender of compromising papers. The conference at Solnoury's office lasted for an hour and forty minutes. Solnoury offered to allow her to visit her husband in order that she should induce her husband to warn Charles de Lessers, who had already spoken to much. Solnoury also asked permission to report the gist of the conversation to M. Loubet.

The testimony of Mme Cottu caused a deep stir in the court room, and everybody eagerly swalted the action of the presiding Judge te-

stir in the court room, and everybody eagerly awaited the action of the presiding Judge re-garding the revelations. Presiding Judge Designations declined to summon boundary and others wanted as witnesses, and thus cut off this line of inquiry.

of inquiry, thamps, who had been mentioned by as having communicated with Arton half, testified simply that he had non-Arton's letters in his possession. I. Andrieux, being again called to the stand d questioned by counsel, declined to reveal

the identity of the famous X, whose name had been crased in Herz's list of alleged bribe-

the identity of the famous X, whose name had been crased in Herz's list of alleged bribetakers.

Meantime M. Targe, formerly Minister of the Interior, arrived in court, and took the stand to reply to the evidence regarding him. He declared that Charles de Lesseps had menaced him with attack in the newspapers unless he would help the Panama Canal project. Charles de Lesseps arose and dealed having uttered any sitch menace.

M. Solnoury, Unief of the Detective Department, had hasteped to court of his own accord when he heard of Mme, Cottu's atatement. M. Soinoury took the witness stand and declared that Mme, Cottu enus to his office voluntarily to ask permission to visit her husband. Solnoury swore positively that he had never threatened and had never attempted to bargain with Mme. Cottu.

Mme. Cottu arose and repeated with energy her declaration in words to the effect that Soinoury had asked her wether she possessed any documents compromising Duputies on the Extreme Right.

This declaration caused a prolonged sensation in court, and loud murmurs were heard on all sides. M. Soinoury seemed somewhat disconcerted. On being pressed, he admitted that merely out of curiosity he had asked Mme. Cottu whether she had any documents involving Deputies on the Extreme Right. The court then adjourned.

Pants, March 12.—The greatest excitement prevails at half past 12 o'clock this iSunday) morning. M. Bourgeois, Minister of Justice, resigned his office, and the news, coupled with the day's exposures, has caused a widespread ferment in Taris.

M. Loubet, the former Promier, in an interview with the United Press correspondent to the effect that he had given no orders to Soinoury to procure any compromising documents in the possession of Mme. Cottu, as the price of her husband's release.

The Chamber of Deputies was crowled today, the occasion being the debate on the demand by M. Gustaye Lamarzelle. Revisionist that Arton was Protected-Herz on His

er husband's release. The Chamber of Deputies was crowded to-

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The Chamber of Deputies was crowled today, the occasion being the debate on the demand by M. Gustave Lamarzelle. Revisionist
Deputy for Morbihau, for the production of
alleged mena-sing telegrams from Cornolius
Herz to certain prominent politicians. M.
Ribot, the Fremier, explained to the Chamber
that M. Franqueville, the examining fragistrate, had made the same demand, and bud
found that the telegrams had been destroyed
in the ordinary official routine. If copies had
been preserved in the detective office they
would be given to the Chamber.

At a session of the committee of investigation of the Chamber of Deputies the committee
refused to accept the resignation of M. Henri
Brisson as Fresident, and also resolved to summon M. Ribot and M. Bourgeois to explain the
measures taken for the arrest of Arton, the
alleged go-between in the bribing of Deputies.
The committee also resolved to ask for the
documents showing what had been done in
relation to extraditing Cornelius Herz, and for

alleged go-between in the bribling of Deputies. The committee also resolved to ask for the documents showing what had been done in relation to extraditing Cornelius Herz, and for the facts relating to Cottu's being allowed to go at large. It is understood that the lack of confidence indicated by this course on the part of the Commission of Investigation has much to do with prompting the resignation of M. Bourgeeis.

part of the commission of investigation has much to do with prompting the resignation of M. Bourgeols.

M. Bourgeols, in his letter to Premier Ribot, announcing his resignation, said that he resigned because M. Soinoury's evidence had falled to establish the fact that he had never authorized any one to approach Mame. Cottu in connection with the Panama case, and he felt that there was no alternative but to resign in order to free himself from all suspicion.

THE WESTERN RAILROAD TROUBLES. Lake Shore Engineers Won't Haul Ann Arbor Freight-The Coming Strike,

Tolepo, March 11.-The Lake Shore engineers have refused to handle Ann Arbor cars. Nearly all the high officials of the Lake Shore road are here in secret session. The superintendents of the Wheeling and Lake Erie, the Cincinnati, Hamilton and Dayton, the Hocking Valley, and the Ohio Central are also here to decide on the position they will take in the matter.

This morning the Pennsylvania railroad engineers met, and they this afternoon conferred with the superintendent of this division of the road. The Ann Arbor is totally disabled to-day. Three serious washouts occurred during the night, and business would be at a standstill even if there was no strike. The situation late to-night is unchanged. Passenger trains continue to run regularly. Three engines have been burned out by new men, and "dead" engines are frequently

holder of many guilty secrets, is now on his deathbed at Bournemouth. Nobody seems to know whether his end will hasten or rotard the revelations.

By United Press.

The audience was much larger than on the previous day, owing to the expectation of new developments, and the deepest interest was exhibited in the evidence given.

Ajuryman asked whether it was possible to trace 300,000 frances, which Charles de Lesseps alleged that he had given to M. Floquet.

Charles de Lesseps profested that he meyer that I am forgetting much that I knew."

Deputy Leon Borne, "I have been so long in prison," said De Lesseps, plaintively," that I am forgetting much that I knew."

Deputy Leon Borne, Which Charles de Lesseps that will be declared, but a lam forgetting much that I knew."

Deputy Leon Borne, Which Charles de Lesseps that will be declared a decided eensation in court by stating that a man named Blanchet had offered him 20,000 frances for each Deputy than the would induce to vote for the Panama Lettery Bonds bill.

Charles de Lesseps protested that he never knew ilianches.

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The statement by an Panama Lettery Bonds is the form the shows and state for the accommodation of men, The occurred activity of the rond and serving from the shores. Sho was invisible, and only a first from the shores. Sho was invisible, and on the statement by an invited from the shore. Sho was invisible, and on t The main question appears to be the time at which the strike will be declared. It is rumored that agents for the roads were contracting for men long before the local switchmen half formulated and presented their demands to the general managers of the thirty-two road, thus anticipating the request and forestalling effectiveness of the blow when struck. The statement by an Eastern employment agency that "we have engaged 500 men and want 500 more" seems to indicate pretty clearly that a strike is newitable.

Philadeliphia, March 11.—Nearly 300 men left this city last night on a special train of four cars which pulled out of the Pennsylvania Railroad Broad street station at 11.97 clock for Pittsburgh. All were under contract with an employment agent in this city to take the places of switchmen on roads centring in Chicago. It is believed that the men are to be met by 500 more at Pittsburgh and an equal number from Baltimore and New York.

OMAHA. Neb., March 11.—Information has just been gathered by Omaha Division of the Order of Railway Telegraphers of a contemplated attack on the order by the roads centring in this city. Omaha Division is the second strongest in the organization, and the purpose, it is said, was to concentrate on it, and, by breaking it, to intimidate the other

DATE FOADS HERE DON'T EXPECT TO BE INVOLVED. RAILROADS HERE DON'T EXPECT TO BE INVOLVED.

There were no signs up to yesterday evening that the strike of the engineers on the Toledo, Ann Arbor and North Michigan had made itself feit on the railroads running into this city, though there was some curiosity as to the ultimate development. Should the threat ascribed to Chief Arthur of the Brotherhood of Locomotive Engineers—who does not usually make threats—that strikes would be ordered of engineers on other roads which should handle Ann Arbor cars drawn by non-union engineers be carried out, the roads here would be affected either directly or indirectly. The men at the different yards in Jersey City who were seen yesterday hastened to say that they would not be called upon to strike. They declined, however, to talk of the "World's Fair strike," for which it is said pipe is being laid. ing laid. neral Manager Layng of the West Shore General Manager Layng of the West Shore Railroad said that whatever cars either the West Shore or the New York Central road re-ceives from the Ann Arbor road would, of ne-cessity, be handled first by a connecting road. "Our men," he said, "cannot refuse to take a car from the Michigan Central or the Grand Trunk simply because previous to their recep-tion by these roads the cars had been drawn by non-union engineers over the Ann Arbor Railroad."

of non-union engineers over the Ann Arbor failroad.

General Manager Walter of the New York, ake Erie and Western Railroad said he cand it hard to believe that thief Arthur had used the threat asertled to him.

"It is not like him." he said. "and I would like to have it well verified before helieving it. Ye have no lines directly connected with the cads where the strike is, though possibly we cave interchanges on the lines. As to the trike reching here, I have no fear of it. We laways know. The men don't strike before hey make a demand. We had been discusing the inflaid trouble for a long time, for intance, before the strike took place. As to a ceneral World's Fair strike, I think sensational talk has a good deal to do with it, but even fit did occur, the men would make a demand list."

Capt. Jacob Vanderbilt Wore

The condition of Capt. Jacob Vanderbilt who is lying ill with pneumonia at his residence on Grimes's Hill, Staten Island, changed for the worse yesterday morning. During the night he was restless, and in the early morning he became delirious. His physician was summoned and his condition found to be critical. His relatives in this city were summoned to his bedside, and two more trained nurses were sent for. He has become very weak, and it is not thought he can live long.

Every man is made better by the possession of a good picture, if it is only a landscape on back of a hundred-dollar note, and every one is fortunate who buys Old Dominion Cigarettes. Photo in each package. - Ada.

RAN INTO JERSEY IN A FOG.

IN THE MUD AT SEABRIGHT. All the Village Turns Out to See the Morta Practice of the Life Savers at a Target Shrouded in Mist-The Breeches Buoy at Work Bringing Ashore the Thirty-eight Men of the Stenuship's Crew and Two Passengers-All Off by 1 A. M.-Once the

Line Parted and Broke a Sallor's Leg-

A Schooner Ashore at Sandy Hook,

THE FREIGHTER WELLS CITY STUCK

The steel freighter Wells City of the Bristol City line, from Bristol and Swansen, jabbed her sharp nose in Jersev's sand and mud at 6:40 o'clock last night, almost in the very spot where the French liner L'Amerique struck sixteen years ago. The pilot of the Wells City was steering by dead reckoning through thick fog driven in from the open sea on a strong easterly wind. A chilling mist came in with the fog. and most of the dwellers in Seabright were indoors. The weird bass of the Wells City's fog horn came down the wind and the citizens ran to their doors and peered seaward. The fog horn kept up its husky wailing, and all Seabright knew that there was a vessel on the beach. Her outlines were invisible, but from the glow in the mist they calculated that she was a steam-

ship. Presently rockets went up. A patrolman from Life Saving Station No. 4. about a mile north of the spot where the steamship struck, burned a Coston light in answer to the appeal of the freighter, and then ran along the beach to his station. Capt. Mulligan and his crew got out the life-saving apparatus and trundled it on the broad-tired light wagon to a point opposite the freighter, This was between the cottages of John P. Duncan and J. M. Cornell. Word was also sent

Duncan and J. M. Cornell. Word was also sent to II a saving station No. 3, to the south and Coa. West and his crow came up with their apparatus.

The surf was too high for launching a surf boat, and Capt. Mulligan decided to shoot a line over the steamship. It was estimated that she was between 150 and 200 yards out in about eighteen feet of water. About 500 residents of Sentright gathered around the life savers and watched their operations. Among the spectators were Mayor Charles L. Waiters. Ir. J. J. Reed, Lee Irwin, Mr. Nesbitt, and P. O. Packer.

Ir. J. J. Reed, Lee Irwin, Mr. Nosbitt, and P. O. Packer.

The mortar was put in position and fired, and the line wont whizzing seaward. It fell short. This was partly due to lack of elevation of the mortar and partly to the high wind, now approaching a gale, which the marksmen had to shoot against.

Another line was sent toward the freighter, which was working on shore, under the impetus of wind and surf and the rising tide, but it also fell short. The third shot falled to reach, too, but at the fourth the line fell across her hows, and was seized and drawn in.

This was at 8 o'clock. To the first line at thicker line was bent, and one end of this was made last to a mast. Then the tedious job of getting the saliors ashore began. They were safe eneugh aboard ship, but it was thought lest to land them. They were brought over one by one in the breeches buoy.

noy. Twenty-eight of the forty men aboard had Twenty-eight of the forty men aboard had Twenty-eight of the forty men aboard had been rescued without accident at 10:30 o'clock. They were all drenched and shivering, as every one in rushing down the incline of the life line had plunged through the breakers. They were taken to teenn Fire Company's engine house, and the liev. Marshall tiwens, a Methodist dominie, superintended the impromptu arrangements for making them confortable. The benevolent men and women of Seabright brought enough clothes to the engine house to fit out a regiment, and plenty to eat and drink.

to it out a regiment, and plenty to eat and drink.

The breeches buoy line parted just as the twenty-ninth man reached the edge of the surf and he fell. He made a vain effort to crawl up the sand out of the way of the next breaker. The life savers ran for him and dragged him from the front of a comber. His leg was broken. Dr. Reed took charge of him, set his leg, and sent him in a carriage to the Monmouth Hospital at Long Branch.

For the lifth time a line was shot at the ship from the shore. Sho was invisible, and only a faint glow showed where she lay. There came back a chorused "Hurrah!" down the wind out of the ghom.

One voice followed the cheer. It was strong and resonant and sounded near, and it said:

McCagg, ther Engineer, wind m Cotter Assistant Engineer, Irwin Johnson; Second Assistant, lichard Tyler; Boatswain, Thomas Bowe; Carpenter, Ernest Athesstch. There were two passengers.

The salior whose leg was broken was James Archibald. The steamship ran into the fog yesterday morning, and when they struck the beach they supposed they were on Long Beach. struck the beach they supposed they were on Long Beach.

The Captain was the last man ashere. He is a Mason, and Mayor Waiters offered him fra-ternal hospitality. The Captain was taken, however, to the life-saving station for the

night.
o southeast. The surf was striking the Wells City on the stern and broadside.

The Wells City had a rough voyage from Bristol and Swansoa. One of her sister ships, the Exeter City, which arrived on Friday, had the unusual fortune to tow in the abandoned the unusual fortune to tow in the abandoned four-masted, coal-laden schooner Agnes Manning through 500 miles of tempestuous seas and win salvage that may amount to \$30,000. The Wells City is a fine new ship of 1.814 tons, owned by Hill & Sons of Bristol and consigned to James Arkell & Co. New York. She brings a large cargo of tin plate and general merchaulise.

The Merritt Wrecking Company will have its best steamer at the stranded ship this morning.

best steamer at the stranded ship this morning.

Amerique went ashore here on Jan. 7.

1877. She was driven out of her dead reckoning about twenty miles by a peculiar set of the ocean currents, which brought her that much further west than her skipper and pilot had calculated. Another peculiar fact regarding the waters just off Scabright is that their depth is the same as it is on the Cholera Banks, and the character of the bottom is also the same. On L'Amerique soundings were made constantly after shoal water was reached, and both her Commander, an officer of the French navy, and her pilot were sure they were on the Cholera Banks until she struck the beach. There is no blaff there, and nothing to catch the sight to warn a vessel that she is in danger except the cottages along the shore, and far away the Highlands. In a fog none of these would be seen. It is perhaps the safest place for a vessel to go ashore on the coasts of America. The long peninsula of Sandy Hook, which begins three miles south of there, at North Long Branch, is a bank of earth covered with a lew leet of sand. I Amerique lay broadside on the shore for ninety-three days, and all the damage she suffered was the breaking of her rudder. Although a tremendous northeast storm came up and drove her right along the beach, stern on, ploughing through the mud for 600 feet, she was not even strained. She hay so close to the beach that at low water one could wak out and touch her side without getting in the sea, while at high water she rose and fell with the big waves. Her cargo was taken off in wagons that were backed right up to her side. She had simply sunk down through the three or four feet of sand into the mud, and made a dock for her-eif that was as soft as mush.

South of that, at Long Branch and Elberon, where the Russland went ashore in March, 1877, just below the West Find Hotel, the sand is hard as rock, and vessels striking there or anywhere below break up in a little while. The Russland broke in two and was a total loss. ing.
I. Amerique went ashore here on Jan. 7.
1877. She was driven out of her dead reckonanywhere below break up in a little while. ' Russland broke in two and was a total loss.

A SCHOONER ASHORE.

The Lumber-laden Roger Brury Fast on the Point of Sandy Hook.

A fearful storm, high surf, and thick weather have prevailed along the New Jersey coast for days, and while the storm was at its worst, at 2% o'clock yesterday morning. Patrolman Joel Helse discovered a large three-masted schooner rolling and pitching on the point of Sandy Hook, and she soon struck. Hulse fired his Coston light to notify those on board that aid would soon reach them. He then ran to the station, one mile distant, and called Capt.

"dohannia." Ask for it at your club or at the cafe. Accept no other table water as a substitute.

Adv.

F. H. Patterson. The latter mustered his crew, and with the aid of a horse hurried to the vessel.

The surf was very high, making a clean break over the schooner. She lay broadside on the beach. At times the surf and toam would fly nearly to her mastheads. Notwithstanding the perilousness of the task the surfice that was manned with seven fearless men, and in a very short time they got under the lee of the vossel and bearded her.

It was ascertained that it was the schooner Roger Drury, Capt. Hart with a crew of seven men, from Battle River, S. C., bound for Fall River, Mass., loaded with yellow pine. The Captain and crew of the vessel refused to leave her, thinking she might be pulled off at high water. The Merritt Wecking Company's steamer a rived during the day, and an effort was made to pull the vessel can be floated.

Capt. Patterson brought a line ashore and there now is connection with the vessel, should the sea rise so that a boat could not be used. The Drury is 450 tons, built in East Boston in 1872. She is owned in beston.

The Netherlands-American steamship Obdam, Capt. Ponson, bound out for Rotterdam, grounded in the Swash channel at 1:30 P. M. yesterday. Several tugs strained at her until 5:40 P. M., when a dense fog rolled in from the sea, and the observer at Sandy Hook was un-

sea, and the observer at Sandy Hook was unable to see whether or not she came off. It seemed probable that she would float at high tide, 2 o clock this morning.

Her cabin passengers are:
Miss lioty Welskopf, Dr. John W. Adams, Philadelphia: Dr. H. D. Beye, Philadelphia:
Dr. H. M. Hiller, Philadelphia: Lucien Leviley, Boston: Wm. P. Barenleen, New York: Mr. and Mrs. Chas. Reuter, New York: Franklin Fischer, New York: Gustav Lavene, Baitmors: C. Cassimus, Montgomery: Wm. Me-Neill, Chicago: Adolf Erlacher, Chicago.

Heavy Fog on the East River.

A fog that was blindness settled down on the East River about 9 o'clock last night. It came in big drifts, and for an hour it was impossible to see half a ferryboat's length ahead. The ferryboats stopped running to Twenty-third stree. and the ones that ran the shorter course to Grand street carried a crowd of people who found themselves landed in New York many blocks out of their way.

The same log tackled the North lifter at about the same time. From 10-deck until 184 o'clock it was all the ferrybeat pilots could do to feel their way. It wasn't jessible to see the length of a ferry slip. But at 194 o'clock the bank partly lifted, and it was possible to see half way across the river. Ten minutes later you could see the lights on either side. course to Grand street carried a crowd of

A COMMISSION FOR HAWAIL

denly for a Long Trip.

SAN FRANCISCO, March 11.-Secret orders were received here to-day by Treasury officials which make it pretty certain that a Hawaiian which make it pretty certain that a Hawalian Commission will be sent early next week to the islands to investigate the revolution and ascertain public feeling there in regard to annexation. To-day the Captains of the revenue cutters Bear, Richard, Rush, and Thomas Cortexter Bear, Richard, Rush, and Thomas Cortexter win received orders from Washington to rewin received orders from Washington to rethe street. win received orders from Washington to respond whether any of them was in readiness to go at once upon a cruise of 2,500 miles on a special mission. The Rush was the only one hat could respond, and Capt. Hooper at once began active preparations. His vessel was overhauled this winter after her long cruise last summer in the Behring Sea, and Three Coses in One Day of More Than was fitted out with new boilers. She was nearly ready to take a short trip to San Diego to test her boilers, and is now in this harbor Capt. Hooper at once ordered his craft

coaled for a long trip, and this afternoon officers with great secrecy laid in a large stock of provisions, including many articles not usually provided for tickling the palates of the revenue marine. From the fact, "a sudder summons, and the length o. .no cruise, it is inferred the Rush will carry a Commission to Hawait. The vessel has accommodations for five or six persons, and is swift. The regular steamer for Honolulu will leave on next Wednesday, and there is no other steamer until March 3L. The Rush's orders are to lie here awaiting orders.

Washington, March 11.-There is nothing new in the Hawaiian situation to-day. Mossrs. Thurston, Castle, and Carter, the Annexation Commissioners, are in New York to spend Sunday. No instructions have yet been sent to Minister Stevens, at Honolulu, by the present Administration, and it is not likely that any will be until after the Cabinet meeting on uesday next. The steamer on letter will go to Hawaii does not sail from San Francisco until Wednesday afternoon. It is believed that in the interests of peace and good order, if on no other ground, the status

quo at the islands will be maintained while the disposition of the question of annexation s pending.
The question of appointing a non-partisan The question of appointing a non-partisan commission of three persons to visit Hawaii and report as to the sentiment of the people regarding annexation was fully discussed, it is said, at the Cabinet meeting resterday. The commission is to have power to summon witnesses, take evidence, and institute a thorough investigation into the financial indebtedness of the kingdom, its laws, and the habits of the people. The time necessary for this work, it is said, will be two or three menths.

Tresident Cloveland has the subsect under consideration, and it is asserted that it has progressed so far that the name of ex-judge Martin V. Montgomery of Michigan, lately of the District of Columbia bench, has been brought to his attention by Mr. Don M. Dickinson as an excellent man to head the commission.

Mr. Duvies, Princess Kaiulani's representative, has as yet made no arrangements to op-

Mr. Davies, Princess Katulani's representative, has as yet made no arrangements to qutain an audience for the Princess at the Executive Mansion. He says he is well aware
that the representatives of the Princess have
no diplomatic standing in the United States,
and that her visit to the President, if made,
will be purely a social one. For this reason he
has made no endeavor to collst the aid of Str
Julian Pauncefote, the British Minister, in behalf of his charge. A portion of next week half of his charge. A portion of next week will be devoted to sectal affairs, the Princess having been invited to attend many entertain-ments given in her honor in this city.

GRAND ARMY MEN SAY NO To the Proposition to Help the Brooklyn

Tabernacie Pay Its Debts. The financial embarrassment of the big Brooklyn Tabernacle was the subject of a discussion last night at the regular weekly meet-ing of the Memorial Committee of the Grand Army of the Republic in the Common Council chamber last night. Henry M. Birkett, a Greenpoint veteran, and the brother of ex-Senator James W. Birkett, the treasurer of the Tabernacie, presented a set of resolutions setting forth the crushing pocuni-

ary straits in which the Tabernacle is involved, eulogizing Dr. Talmage for the benevolent spirit he has manifested toward Grand Army men, and asking that \$100 should be approprinted by the committee toward the Tabernacle relief fund. The resolutions caused surrise and provoked an immediate storm of op-position. Comrade Noonan said: We need all the money we have: nor do I think we can afford to give \$100 for the pro-posed jurpose. We have not the right to do so."

Comrade Shaw, who presided, quoted from the by-laws showing that such an appropriation would be in opposition to one of the most stringent regulations of the organization.

Several other veterans spoke to the same effect, and some of them expressed their astonishment that any church should present itself as an applicant for Grand Army funds. The resolution received only a feeble support, and was finally tabled by an almost unanimous vote.

and was finally labled by an almost unanimous vote.

The weight of the debt on the Tabernacle reaches considerably beyond \$200,000, and there is most urgent demand for the payment of \$20,000 on April 1. Dr. Talmage has wice formally notified his congregation that if this amount is not forthcoming a serious orisis may occur in the church. Efforts are being made in various directions to raise this money, but so far they have not been remarkably successful. Mayor Boody and several other leading citizens have subscribed \$100 each.

This strictly high-class eigeret b is not made by a trust .- Adc. Through sleeping cars for Montreal and Ottawa, via New York Central and Adirondack and St. Lawrence

A STREET FULL OF VITRIOL TOOK THE WILLIAMSBURGH FIRE AND

A Wagon Tank of the Stuff Sprung a Leak and It Made Things Lively for a Time— Express Driver Carney's Horse Burned,

POLICE DEPARTMENT TO HANDLE IT.

Cakland street in Williamsburgh, between Kent street and Greenpoint avenve, was barricaded by the police for half an hour vesterday in consequence of a peculiar accident. About 11:30 o'clock a heavy truck, burdened with a cylindrical-shaped tank that hung low between the axles, was dragged up the street. One of the axles broke, and as the tank struck the ground it sprung a leak, and payement. It looked harmless enough, but the driver knew that it was vitriol, 4.500 pounds of it, and he didn't waste any time unhitching his horses and getting them out of

There were large tenement houses on either side of the street, and a score of children were playing on the sidewalk. Two little girls stood on the street, and when the driver realized what had happened, he yelled at "For God's sake, get on the sidewalk! That's vitriol, and it will kill you.'

Matthew Carney came down the street at a lively pace driving an express wagon. By this time all of the vitriol had escaped from the tank and stood in gools in the street.

The driver of the vitriol truck kept running back and forth, urging the crowd that was beginning to gather to keep out of the street. Some of them leered at him and thought that he was crazy. They soon discovered that the fluid was not as innocent as it locked. Either Carney did not hear the driver's warning shouls or he came to the conclusion that there was no danger, for he drove his horse right into a peel of the vitriol. The minute the horse's hoofs struck the burning fluid, he reared back on his hind legs, hearly u jusetting the express wagon. Even then Carney didn't understand what was the trouble, and he gave the horse and this time with so much force that he spattered some of the vitriel up on his body. Wherever it struck it hurned.

By this time the horse was dancing up and down in a frantic manner, and the driver had less all control of him. The horse gave several onlick plunges and was flually brought to a standstill out of the way of the vitriol. His hoofs were in a terrible condition and the skin was peeling off his legs.

The horse was taken to the Washington Stables in Greenpoint avenue, When the police arrived they found that the vitriol had spread clear across the street, and they didn't know what to do with it. They couldn't arrest it, and so many people had gathered around the scene of the accident that there was danger of some of them getting pushed into the vitriol.

The police called upon the Fire Department, and the didney of acting pushed into the vitriol. Matthew Carney came down the street at a

minutes they threw two streams of water on the street.

The tank had been filled at the Laurel Hill Chemical Works, and after their wrestle with its contents the police said that they would rather tackle a wild bull than vitriol.

ST. LOUIS'S SUICIDE RECORD. Usual Interest.

St. Louis, March 11.-This city had three suicide sensations to-day. R. B. King, who attempted to commit suicide at a West End boarding house, succeeded in making away with himself at Denver late yesterday afternoon. He shot himself in the head and died almost instantly. He left the following note: Should anything happen to me notify John Fiste, 1,946 Logan avenue: also William J. King, Postmaster at Villa Grove: also Dr. J. P. Durbin, McClellan building, Denver. I am desperate, and out of my mind Also notity John W. King, Paymaster of the Missouri Pacific Railroad, at St. Louis. R. B. Kisc.

The dead man was about 60 years old, and had lived in St. Louis since the war. After coming to St. Louis he obtained a place as a clerk in the Missouri Pacific offices, and later he married the widow of ex-Mayor Arthur he married the widow of ex-Mayor Arthur B. Barrett, who had a large estate. Mrs. King had deeded several large tracts of land to him, to hold for her, she claims, and last summer she began suit to get the title back because of lack of business fact. They because completely estranged, and then camp his attempt at suicide at his boarding house in the West End by cutting his threat.

At 7 o'clock this morning an elderly man alked out on the Lafayette bridge in Forest rk. looked cautiously about, drew from a pocket a rope fourteen feet long d three-quarters of an inch thick fastwalked out on the Lafayette bridge in Forest Park, looked cauthously about, drew from his pocket a rope fourteen feet long and three-quarters of an inch thick, fast-ened one end to the side of the bridge and the other tightly around his neck, and swung off. Park Superintendent Callahan found him at 7:50 o'clock. In his pockeds were several letters. One was unad-dressed and stated that the man's name was L.L. Browning. He had recently suffered from a severe attack of arip and feared that he was severe attack of grip and feared that he was about to lose his mind. He lived at 2,74 Arlington avenue. His wife and grown sonjane daughter could throw no light upon the cause of his act.

of his act.

Joseph Brinkman got into a skiff at the foot of Salisbury street, in North St. Louis, rowed to the middle of the stream, drifted to a point opposite Carondelet, when he stood up, put a pistol to his head and fired. He fell into the pistor to mis and and the stream and sank.

The act was witnessed by several persons who were on the Carondelet bank. Brinkman was discharged from work on Thursday and took his life in despondency.

SOUVENIR COINS IN HOC.

Deposited as Security for Loans by th Banks to the Exposition Company,

CHICAGO, March 11.-About 2,500,000 of those new souvenir coins are to be put in pawn. That is not the term used by the financiers of the World's Fair in speaking of the transac tion, but the coins are going in "hoe" just the same.

The immense expenditures for the Fair have consumed all the available funds, and as the bond market has been a little off, the last \$1,000,000 worth of Fair bonds have not been old. The coin market is also studidly slow but the debentures have been swift. There were about 2.500,000 souvenir coins on hand

but the debentures have been swift. There were about 2,500,000 souvenir coins on hand piled up in kegs.

(no of the financiers suggested that the Exposition Company borrow a million or so, as the money was needed, and deposit the coins as security. Several banks gladly accepted souvenirs at 50 cents each as security for loans. Several big hags full were deposited in a safety wault to-day, subject to the order of one of the banks that made the loan.

"The coins are not exactly payed." said President Highbotham. "When times are sasier we will pay off the loan and get our coins again."

WHO'S GOT THE SMOKESTACKS A Chicago Theft in the Daytime on a Colos-CHICAGO, March 11.-West Side policemen

are on a still hunt for a 34-foot section of a Russian iron smokestack and a six-wheeled wagon. That smokestack has a patent spark arrester attachment and may be seen half mile away. It is four feet in diameter, and was intended for use at the plant of the Libby window glass manufacturing exhibit building on the World's Fair grounds. The first two sections were duly delivered. but the third section was so long that a sixwheeled wagon was required. Manufacturer Fischer's teamster, Richard Griffet, loaded the pine on the wagon and left the toller yard at to clock yesterday. Shortly after noon an officer found a team of horses hitched at Paulina and Twenty-second streets. The team helonged to Fischer, but the wagon and smokestack is to be found nowhere. Griffet is also missing.

Tale to Stand by Cornell. New Haven, March 11 .- Harvard has chal-

longed the Yale freshmen for a race at New London next June. She has also sent a chal-lenge to Columbia. Yale will reply to Harvard by demanding that Cornell be admitted to the

And Old Dominion Cigarettes are now fully inaugurated. Photograph in each package.—Adv.

GOV. M'KINLEY'S DEBTS PAID. Trustee Kohlanat Has Received \$95,000

CHICAGO, March 11.-Trustee Kohlsaat has received enough money by popular subscrip tion to pay Gov. McKinley's debts, and by April 1 every cent of the \$95,000 liabilities will have been wiped out with money from faithful ad

Not a cent of the Governor's or his wife's property will be used, and no man will ever be able to say that he was asked to help.

The fund was raised by nearly 4,000 contributors, in sums ranging from SI to drafts for \$5,000. The money came from nearly every section of the country, with the most from Ohio, Indiana, and Michigan. Women were numerous among the donors, and the Illinois contributions show Mr. McKinley had some true friends in this State. The friends of Mckinley were persistent.

When at first Mr. Kohlsaat returned the money it would come back to him by the next mail. with no name signed to the letter. There was only one thing to do, deposit to the credit of the McKinley fund. Each draft sent to the Governor in Columbus was no sooner received by him than it was remailed to the sender.

Mr. Kohlsaat has not written him as to the size of the fund, and does not propose to The children scampered. An alarm was sent do so. He will simply begin paying the Mcto the police, but before a squad could arrive Kinley-Walker notes on their presentation, a hundred cents for each dollar. In fact this operation has already been be

gun, and by April 1 the indebtedness will be entirely cancelled. This having been accomplished, all the homestead effects and inheritances will be returned to Mr. and Mrs. Mckinley as a gift from the trustee and the people. Thus the Governor will not be comcelled to resign or retire from polities. A notice will at once be issued asking peo-

ple to cease sending subscriptions. sire was only to secure enough to pay the indebtedness. There will be no names printed, and the men who gave large sums will get no more notoriety than he who sent a dollar,

BLEW THEM OUT OF THE ENGINE.

Schanton, March 11.—Albert Tingley, engineer: Matthew Deveren, fireman, and Edward Giles, who is employed in the ash pit in this city, were in a peculiar accident on the Delaware. Lacks wanna and Western Ballond, about a mile beyond Moscow, this afternoon. Tingley and Deveren were employed on the engine which draws the passenger train from Hoboken to this city, arriving here at 12:32 P. M. Giles got on the engine and Gouldabor. As the train came down the hill he and Deveren took seats on the left side of the cab. The engine was one of the big cuim burners. Son after the train had passed ever No. 10 fill the connecting rod broke beneath Giles and Deveren. It pierced the boiler and a great quantity of steam and water escaped. Giles, Deveren, and Tingley were blown out of the cab. Whether the prakes were set by Tingley when he heard the rod crack, or whether they were applied in some manner, and they were applied in some manner and they are applied in some manner and they are applied in some manner and they were applied in some manner and they are applied in some manner and they were applied in some manner and they are applied in some ma SCHANTON, March 11.-Albert Tingley, engineer; Matthew Deveren, fireman, and Ed-

flame.

The beams were soaked with water, and the flames did not spread.

There was no ear on the bridge at the time the wire fell. Those approaching the bridge were retarded by the loss of power, and the approaches were soon blocked. No one was approaches were soon blocked. No one was for near Catharine street; there running or near Catharine street.

SHE WANTS TO BE MAYOR.

Mrs. Ell Potter Asks for the Suffrage of the Citizens of Kansas City, Kan. KANSAS CITY, Kan., March 11,-Mrs. Anna

Potter, wife of his Potter, a prominent insurance agent, has issued a circular appounding herself an independent candidate for Mayor. and asks the voters to place her name at the head of all tickets.

Mrs. Potter is eccentric, wealthy in her own Mrs. Potter is eccentric, wealthy in her own ight, and was the owner of the Potter House. which was burned about six months ago.
This is the first time in the history of Kansas City, Kan. that a woman has come out
for Mayor. The other candidates are uneasy
because of her strength with the voters and
fear she mmy be elected.

The Weather, The storm reported to be moving eastward from the Northwest had its centre over the upper lakes yester day. The pressure at the centre had risen slightly, but the dimensions of the storm had greatly increased, and t covered the country from the Gulf of Mexico far into the British provinces. There was a steep pressure gra-dient extending over a distance of 500 miles to the west of the centre over which high northwest winds vere blowing, attended by snow and colder weather, while to the east the winds were high to the Atlantic coast, with warmer weather in the lake regions and the Ohlo valley, and a rain area, reaching from the dississippi Valley to the Atlantic States, and covering

all the districts, except the Gulf States. Dense fog prevailed over the middle Atlantic and Sew England coasts, where the winds were blowing on hore from the northeast.

The storm is likely to be fallowed by clearing

eather this evening and lower temperature by Mon ay morning.

An area of high pressure developing in the Southwest s likely to bring sunshing weather into this region of

Monday. The temperature of the Northwestern States has again fallen below freezing point. Rain fell in this city all day yesterday, with dense fog; average humidity, 16 per cent; wind northeast;

average velocity, 10 miles an hour, highest official outling recorded the temperature yesterday as follows:

| B A M | 207 | 207 | 307 | 3080 | 3080 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 3180 | 31

WASHINGTON FORECAST FOR SUNDAY. Washington, March 11-8 P. M .- The storm which was

central over Lake Survivor has passed to the northeast, but rain continues in the lake regions and on the Atlantic coast from New York to Piorida. The weather is generally clear throughout the Southern States and the Northwest.
It is colder generally in the Mississippi Valley, and thence eastward to the Atlantic coast. It is warmer in the Rocky Mountain districts and along the Atlantic coast. Generally fair weather will prevail Sunday throughout the Southern States and the central val-leys, and the weather will clear early Sunday morning

For New England, threatening weather and rain probably clearing during the day; southerly winds shifting to westerly; slightly warmer sunday evening, probably colder in the interior Mon lay morning. for eastern New York, rais, cleaving early Sunday, winds hirting to resertly; studyly nature.

For eastern Pennsylvania, New Jersey, and Dela-

in the middle Atlantic States south of Pennsylvania

winds shifting to westerly; sightly warmer For the District of Columbia Maryland, and Virginia, fair Sunday, the weather clearing carry Sunday morn-ing, alightly warmer, westerly winds. For western New York, rain, followed by clearing weather; southwesterly winus.

For western Pennsylvania, rain to night, followed by clearing weather; westerly winds; slightly colder.

ware, generally fair sunday, preceded by rain to night;

F. & W. E. & W. F. & W.
The Tyronga link cuffs should be worn with our Yokena or Noteka Collan.—Ada.

PRICE FIVE CENTS

PRIVILEGES GRANTED TO THE MAR HATTAN ELEVATED ROAD.

RAPID TRANSIT IN SIGHT.

Third Trucks on the Third and Second and Ninth Avenue Lines-A Cross-town Track Through 199th Street from Third to Eighth Avenue - Additional Line Provided for in South Street-Stations for Express Trains Designated on the Second and Third Avenue Lines-The Company Must Acquire Additional Terminal Propertles-A Proposition to Sell a Praschise for Another System Laid Ores,

A franchise for extending the roads and increasing the carrying capacity of the present lines of the Manhattan Elevated Railway Company was finally and unanimously granted by the Rapid Transit Commission at a meeting held yesterday afternoon in the residence of Chairman Steinway, 26 Gramerey Park, a full Board being present.

Besides this final action, plans were pre-

sented by members of the Board proposing the sale of new elevated road franchises and substitute plans proposing additional privi-leges to the Manhattan Company, which plans were not finally adopted, but are to be con-sidered further. The granting of the franchise was by the adoption of the following resolu-

This Board having examined and considered the application for terminal and other facilities and extensions of the lines of this Manhattan Railway Company, somulited by that company and bearing date Jan. D. 1884: Resoure. That this Board determines in respect to the several parts of the said application as follows:

spect to the several parts of the said applica-tion as follows:

1. The extension through Greenwich ave-nue, Eleventh street, and west street, to and along Battery place, is not approved.

2. The extension through Greenwich ave-nue, Seventh avenue, Broadway, the Boule-vard, and Eleventh avenue to Fort George, is not approved.

3. The extension from South Fifth avenue, along Canal street and Centre street, to Tryon row, is not approved. row, is not approved.

4. The extension from West Broadway along canni street and Watts street to West street to not approved.

5. The extension through For y-s-conistree from Sixth avenue to Fourth avenue is not approved.

is not approved.

C. The extension from Ninth avenue along Fifty-turni street to Tenth avenue, and along Tenth avenue to the Boulevard, is not approved.

with two tracks, diverging from the present structure in Pivision street and Park row, at or near Catharine street thence running along either Catharine street or diverstreet, or through private property between the two, to South street; thence along South street to Coenties slip, and thence by the most feasible route, either through private property or otherwise, to a junction with the present tracks at or near Whitehall street.

3. The construction and operation of a line, with two tracks, on and along Greenwich avenue, Eighth avenue, and Fourteenth street, from its tracks along Sixth avenue to the track of siding with switches, on Sixth avenue, from Eighth to Thirteenth street, so that south-bound trains may be stopped at that point and sent back.

5. That said company shall acquire increased terminals at its present terminus on Plark row, near Tryon row, by the purchase of private property.

Park row, near Tryon row, by the purchase of private property.

13. That said company shall acquire additional terminal facilities at or near 125th street, to be acquired by the purchase of property, so as to relieve north-hound trains in the afternoon on both Second and Third avenue lines. These additional terminals to provide such storage room for Third and Second avenue lines as is necessary for cars.

7. That raid company shall acquire additional terminals at or north of 155th street, by the purchase of property, so as to relieve north-bound trains in the afternoon on west side ines. These additional terminals to provide such storage room as is necessary for cars.

side lines. These additional terminals to provide such storage room as is necessary for cars.

That such grant of additional facilities and extensions of the tracks and railways of said company shall be subject to the following terms, conditions, and requirements:

1. The structures supporting the additional tracks and all new structures must be of sufficient strength and stability to permit the running of five-car trains at a speed of thirty-five miles per hour.

2. All new motors acquired shall have a capacity equal to the present standard 24-ton engines; and in case of the use of motive power on each car, the aggregate capacity per train of five cars shall not be less than the above standard.

3. Express stations shall be located on the Second avenue line at Chatham square, at Fourteenth street, at Fifty-seventh street, at Eighty-sixth street, at Fifty-seventh street, at Eighty-sixth street, at I 25th street.

Express stations shall be located on the Third avenue line at Chatham square, at Fourteenth street, at T25th street.

Express stations shall be located on the Greenwich street, at 125th street.

Express stations shall be located on the Greenwich street, at 125th street.

Express stations shall be located on the Greenwich street, Ninth and Eighth avenue line at 25th street.

Express stations shall be located on the Greenwich street, Ninth and Eighth avenue line at 25th street.

Extress stations shall be located on the Greenwich street, at 125th street.

Extress stations shall be located on the Greenwich street, at Fifty-ninth street, at 125th street.

Extress stations as a shall be located on the Greenwich street, at 125th street.

Extress stations shall be located on the Greenwich street, at Fifty-ninth street, at 125th street, at 125t

most efficient service to the public, both express and way.

1. The present tracks and switches near
South Ferry station shall be so arranged as to
run trains continuously between the east and
west side lines. A sufficient number of trains
shall be so run to accommodate this continuous bissiness, and no more than one fare of
five cents shall be charged for one continuous
ride thereon. hereon. If the improvements herein provided

7. All the improvements herein provided shall be completed upon each of the several lines within two years from the date of the acquisition of the consent of the municipal authorities, and of the property owners wherever becassary, to such improvements, on each line respectively.

**A. Plans and specifications for all these improvements, including the general arrangement of terminals and express stations, shall be submitted to this Commission on or before May 1, 1866.

10. Proper compensation shall be made to the

"Y. & M." Stick Licarice. A safe and pleasant sore throat remedy.-- Ade. Ripans Tabules purify the blood. Ripans Tabuless on